

S E C R E T

IN 28872

TOR 18/1817Z SEP 68 JMP

S E C R E T 181550Z SEP 68 CITE [REDACTED]

25X1A

IMMEDIATE [REDACTED]

IDEALIST, PE, R&D, DM, [REDACTED] SCOPE CROSS

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SUBJ: PROBLEMS ASSOCIATED WITH ENVIRONMENTAL TEST OPERATION
AT [REDACTED] WITH ARTICLE 058.

1. FOLLOWING IS RESUME OF EVENTS AFTER CANCELLING FLT OF ARTICLE 058 ON TUESDAY 17 SEP. AFTER SYS NBR 1 OF THE OXYGEN SYSTEM HAD FAILED TO BUILD UP PRESSURE THE PILOT WAS REMOVED FROM THE COCKPIT AND A MOISTURE CHECK WAS ATTEMPTED ON SYS NBR 2. AS THIS CHECK WAS BEING MADE SYS NBR 2 PRESSURE WENT TO ZERO. THE FILLER VALVES WERE TAPPED LIGHTLY WITH A Mallet TO SEE IF THIS MIGHT BE THE PROBLEM BUT NO LUCK.

2. SYS NBR 1 WAS PURGED WITH GASEOUS OXYGEN AND RESERVICED WITH LOX. PRESSURE BUILT UP TO NORMAL OPERATING RANGE AND REMAINED THERE OVERNIGHT.

3. SYS NBR 2 WAS PURGED AND RESERVICED BUT PRESSURE DID NOT BUILD UP. THE FILL VENT VALVE WAS REPLACED AND SYSTEM REPURGED AND SERVICED. PRESSURE BUILT UP AND REMAINED THERE OVERNIGHT. BOTH THE NBR 1 AND NBR 2 SYSTEMS WERE LEFT IN BUILD UP OVERNIGHT. NO HIGH PRESSURE VENTING OCCURED ON EITHER SYSTEM. BOTH SYSTEMS WERE

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PERIODICALLY FLOW CHECKED, AND MOISTURE CHECKED SATISFACTORILY.

4. AN ENGINE RUN WAS MADE AND DURING THIS RUN THE FLAPS WERE FOUND TO BE INOPERATIVE. THE FAULT WAS MOISTURE IN THE RIGHTHAND ASSYMMETRY SWITCH. IN FACT IT WAS SATURATED WITH MOISTURE. REMOVED SWITCH AND DRIED WITH NITROGEN. LEFT SWITCH WAS ALSO REMOVED AND DRIED ALTHOUGH IT DID NOT SHOW ANY MOISTURE. THE DRAIN HOLE WAS COVERED WITH TAPE TO PREVENT REOCCURANCE. AFTER RESET OF FLAP RELAY THE FLAPS OPERATED NORMALLY ON NEXT ENGINE RUN.

5. DURING THE FIRST ENGINE RUN FUEL PRESSURE WENT TO 35 PSI ON SHUTDOWN. THE TRANSMITTER WAS REPLACED AND FUEL PRESSURE WAS NORMAL ON THE SECOND RUN AND SHUTDOWN. ON THE THIRD RUN FUEL PRESSURE AGAIN WENT TO 35 PSI ON SHUT DOWN. ELECTRICAL POWER APPLIED TO ARTICLE AND FUEL PRESSURE INDICATED NORMAL. DURING ALL ENGINE OPERATIONS FUEL PRESSURE WAS NORMAL. FUEL PRSSURE GAGE IS SHORT IN FAK.

6. MAINTENANCE WORK WAS COMPLETED AT 0130 HOURS WED MORNING AFTER A 17 HOUR DAY. TO LAUNCH TODAYS FLIGHT MAINT PERSONNEL REPORTED FOR WORK AT 0730 HOURS.

7. ARTICLE ALL OKAY ON PREFLIGHT EXCEPT FULL PRESSURE. SECONDS AFTER ENGINE START NBR 2 OXYGEN SYSTEM PRESSURE PEGGED AT 130 PSI, EXCESSIVE DUMPING AT VENT ALSO OCCURED. SHUTDOWN (ENGINE) AND

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IMMEDIATE PRESSURE CHECKS WERE MADE. TEST SET SHOWED 125 PSI ON NBR 2 OXYGEN SYSTEM. NBR 1 WAS NORMAL 80 PSI. WE BLED NBR 2 DOWN TO 88 PSI, AND IT IMMEDIATELY COMMENCED TO BUILT UP PRESSURE.

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8. INVIEW OF THE LIMITED TEST CAPABILITY AND LACK OF ENGINEERING KNOWLEDGE AVAILABLE, AND SEEMING ERRATIC BEHAVIOR OF OXYGEN SYSTEM, [] COMMANDER CANCELLED TODAYS FLIGHT ON THE BASIS OF FLIGHT SAFETY.

9. SCOPE CROSS HAS REACHED THE POSITION OF NOT BEING ABLE TO COME UP WITH CORRECTIVE ACTION ON 58'S OXYGEN SYSTEM BECAUSE OF LACK OF TECHNICAL KNOWLEDGE AND TEST EQUIPMENT. VIEW THESE LIMITATIONS, WE SEE TWO CHOICES.

A. FLY ART HOME AT LOW ALTITUDE, OR PREFERRABLY

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B. REQUEST [] DISPATCH TO [] APPROPRIATE SIZED AND EQUIPPED LAC TEST FORCE. THIS GROUP SHOULD BE AUGMENTED WITH APPROPRIATE [] REPRESENTATIVES.

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10. REQUEST ADVISEMENT SOONEST.

END OF MSG